

On November 30, 1889, "The Enquirer" company began publishing "The Daily Enquirer." John C. Graham was manager and James H. Wallis editor. James Clove soon succeeded Mr. Wallis as editor. The paper met with both success and failure and, in March 1910, was taken over by the Hicks brothers, who continued it until 1920. Then, with the organization of the Post Publishing Company the name was changed to "Provo Post." The last issue was published in May, 1924, when E. C. Rogers purchased the paper and merged it with the "Provo Herald."

In the late eighties, the Dixon Publishing Company began publication of "The American" in Provo. This was a weekly newspaper with A. A. Noon the principal stockholder.

"The Gazette," with a Mr. Hemenway as editor, put in a brief appearance in 1890. Other Provo publications were: "The Dispatch," in 1891, with James H. Wallis, formerly associated with "The Enquirer" as managing editor; and "The Democrat," which later became "The Herald" under J. David Larson. He sold out in 1911, and in 1912 I. H. Masters took over. In 1921, E. C. Rogers from Ohio purchased the paper, selling out in 1924 to W. H. Hornibrook, an experienced newspaperman of Idaho, Washington, and Oregon. In 1926, Mr. Hornibrook, in turn, sold out to the Scripps League of Newspapers, and the publication is today operated under the direction of L. B. Tackett, serving all of Utah County. Circulation of "The Daily Herald" has increased from 1300 in 1926 to 8500 in 1947.

BANKS

Meetings were held as early as 1873 to discuss the establishment of a bank in Provo, but it was not until 1882 that the First National Bank of Provo was organized with a capital stock of \$50,000. Many business men of Salt Lake City were shareholders. However, the majority of stock remained in Utah County. A. O. Smoot was president and William H. Hooper vice-president. A charter was granted on March 2, 1882, and the bank opened for business on April 3, 1882, in the county recorder's office at the court house. Two years later it moved into its own quarters opposite the Co-op Store.

The Provo Commercial and Savings Bank, organized March 10, 1890, with a capital stock of \$75,000, which was later increased to \$100,000, opened its doors at 16 West Center under the presidency of Reed Smoot. In 1893, this bank took over the First National.

The Utah County Savings Bank, which had been associated with the First National, continued to operate independently for a time. W. H. Dusenberry was cashier.

Provo today enjoys the services of three banking institutions: the Farmers & Merchants Bank, First Security Bank of Utah, and the State Bank of Provo.

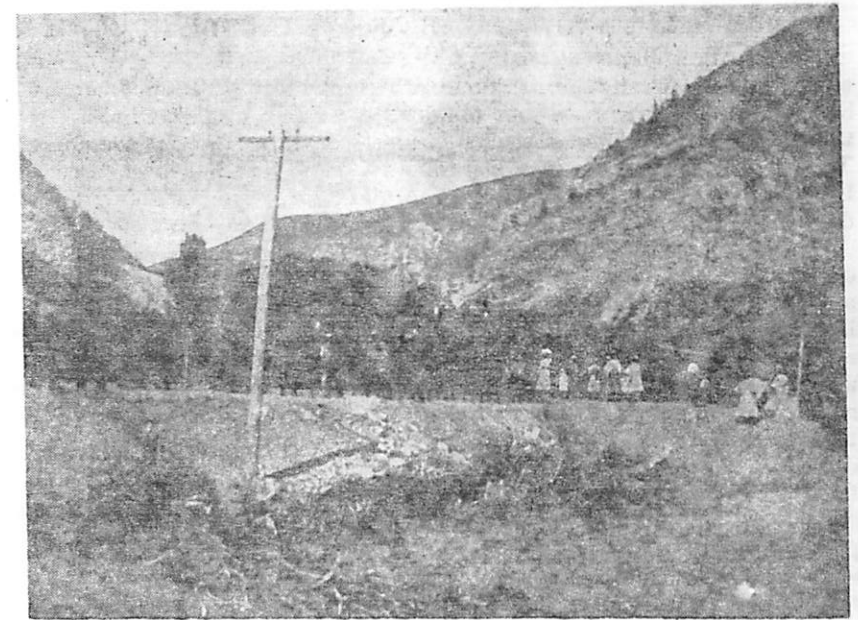
RAILROADS

The first official train of the Utah Southern Extension Railroad arrived at the depot in Provo November 25, 1873. This eagerly-awaited event was marked with an elaborate celebration. The firing of cannon and music from the Provo brass band greeted the train as it came in. A program followed, with four thousand people present, and a "grand ball" was held in the evening.

Business opportunities increased with the coming of the railroad, and new markets were opened up for agricultural produce and livestock.

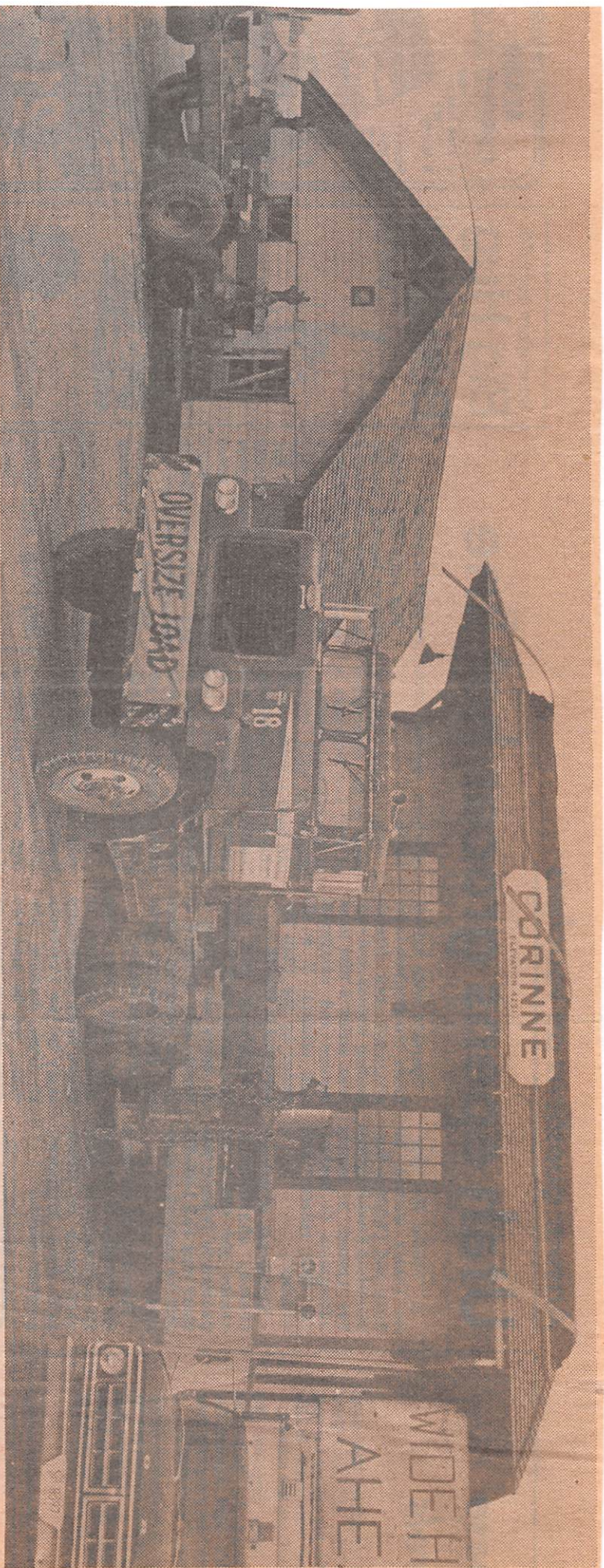
In 1879, the Provo City Council advanced \$1000 for purchase of a right-of-way to extend the narrow gauge railroad, which had been completed from the Pleasant Valley coal fields to Springville, to their city. When the Denver and Rio Grande Railroad built west into Utah in 1881, they took over the narrow gauge and, in 1889, converted it to standard gauge. A branch line was extended to Park City mines through Provo Canyon in 1897.

Provo, in 1947, is served by three railroads—the Denver and Rio Grande; the Utah Railway, referred to as the Coal Road, and operating between Provo and the coal fields of Emery County; and the Union Pacific.



"EXCURSION TRAIN"

First train that went through Provo Canyon, taken 1898.



Help! I'm being railroaded!

DESERT NEWS, MON. P.M./TUES. A.M., MAY 5-6, 1980

A 13

The old Corinne railroad station, possibly lonesome for the lonesome sound of a train whistle these days, is taking up a new residence. The move, including the old station house, six antique rail cars and other buildings, has not been easy. The items, all part of the now-defunct Corinne Railroad Museum, are

headed for Heber City, where they will become the Heber Railroad Museum. An \$800,000 Economic Development grant is paying for the transfer and for construction of the museum at its new site. The National Society of the Sons of Utah Pioneers donated the rail equipment to Timpanogos Preserva-

tion Society because too few people visited the Corinne site. In Heber, the vintage buildings and rail cars will become authentic parts of a turn-of-the-century town in conjunction with the Heber Creeper. Riding piggy-back along highways from Corinne via truck, the museum has made it as far as Salt Lake.

PLACES TO . .

Places in our memories,

We hope they never leave our minds.

Like dragging main with friends at night,

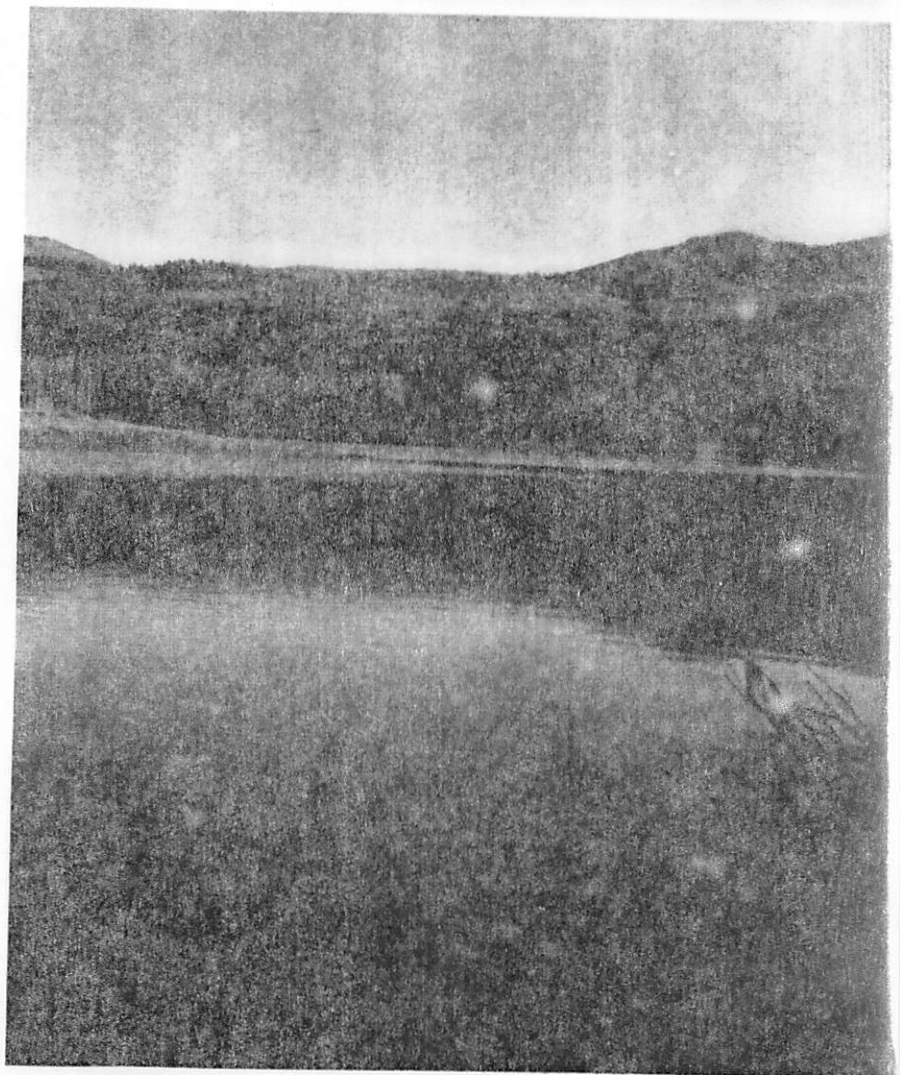
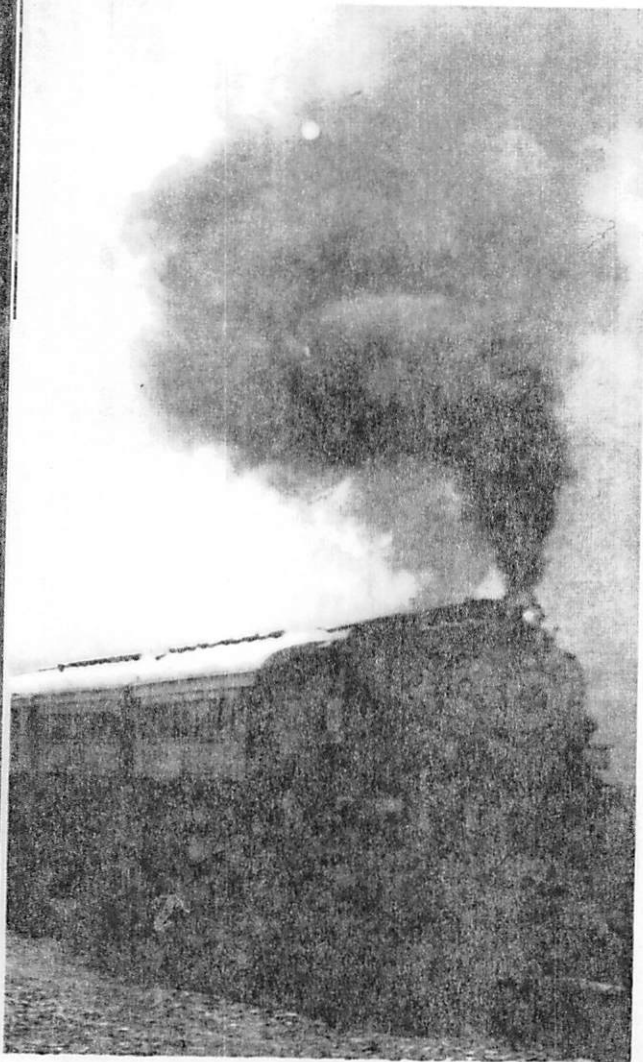
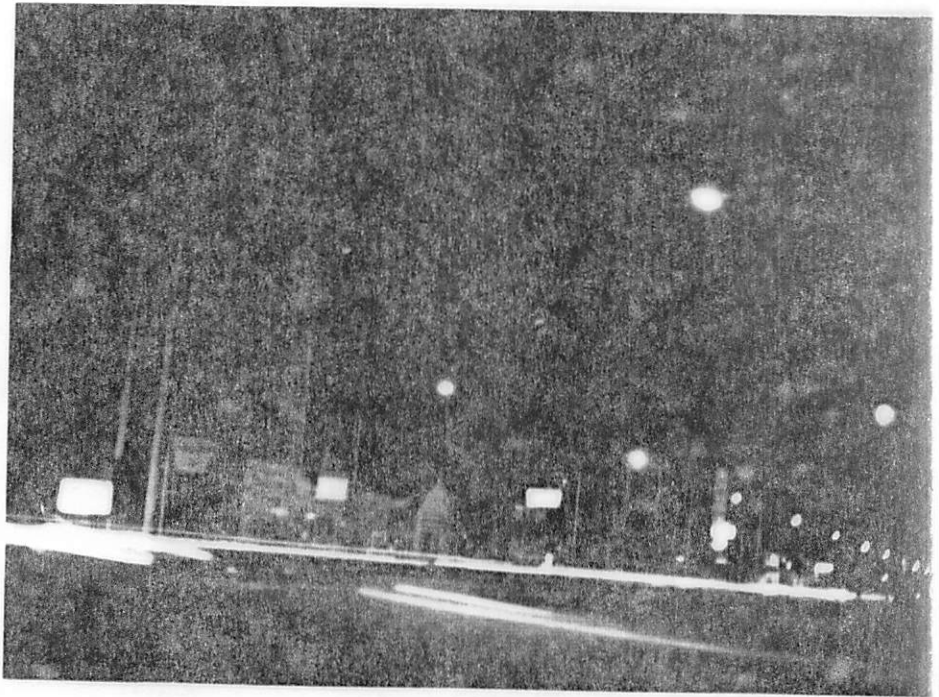
Worrying that we looked just right.

The old Heber Creeper some thought
such a bore.

But until you tried it, you were never
sure.

Quiet places we went and beautiful sights
that caught our eye,

Will be forever in memories of Wasatch
High.



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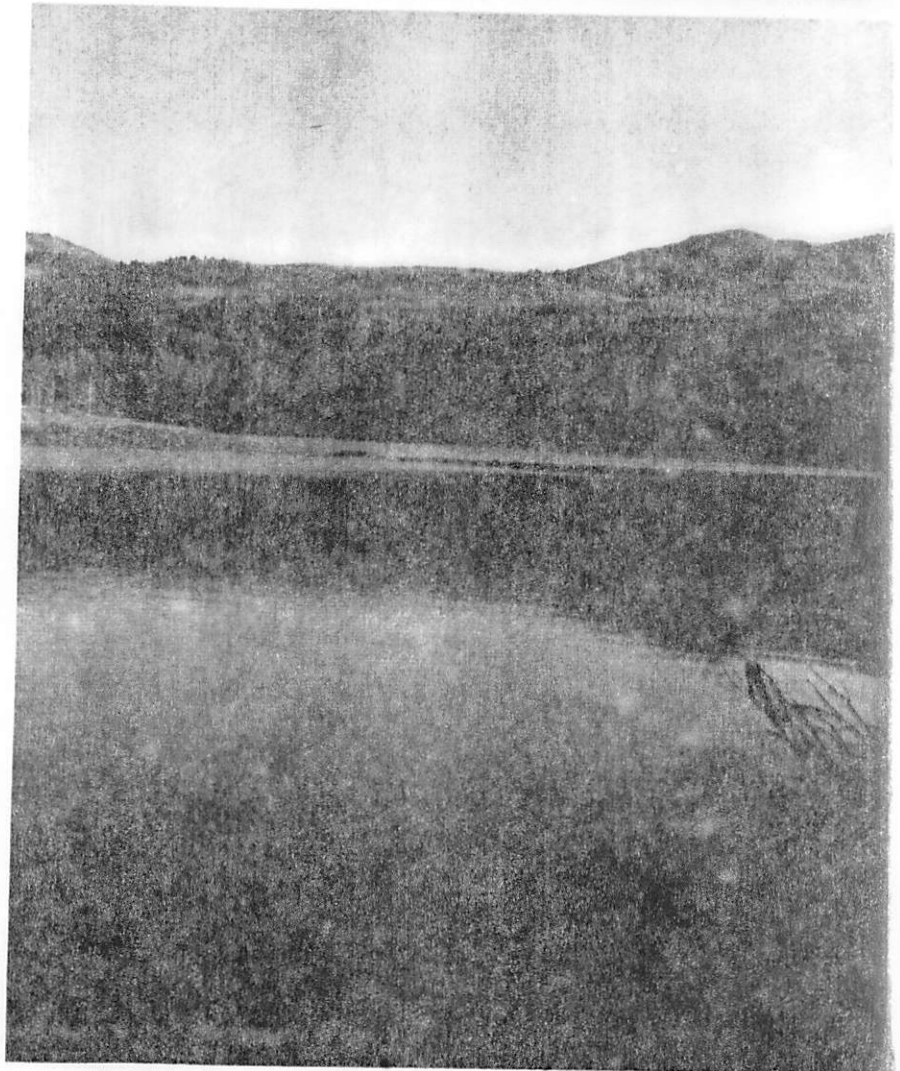
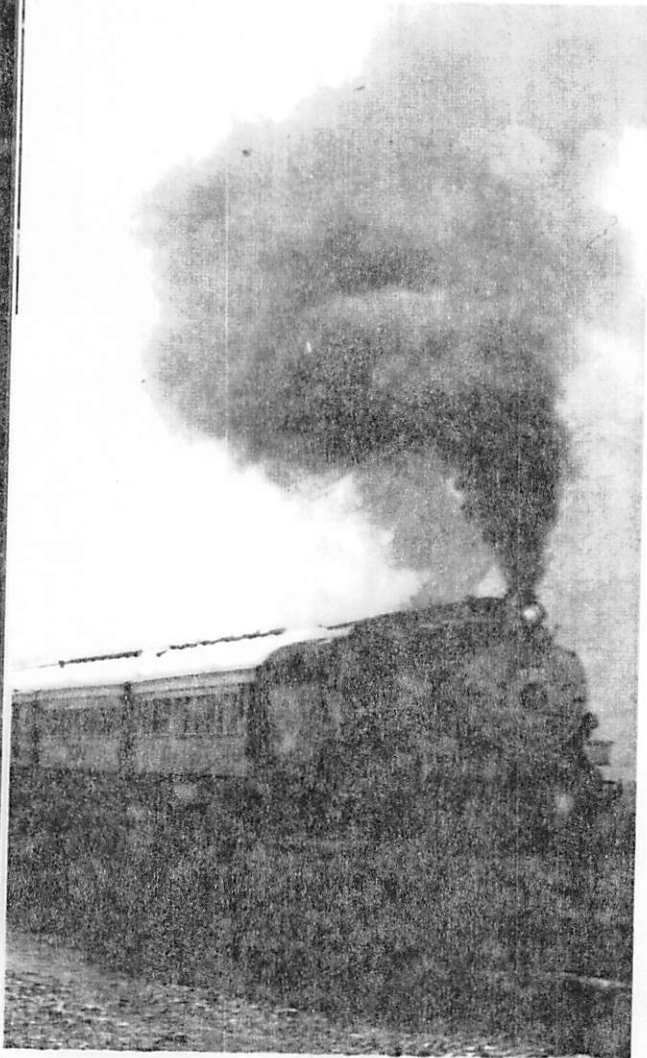
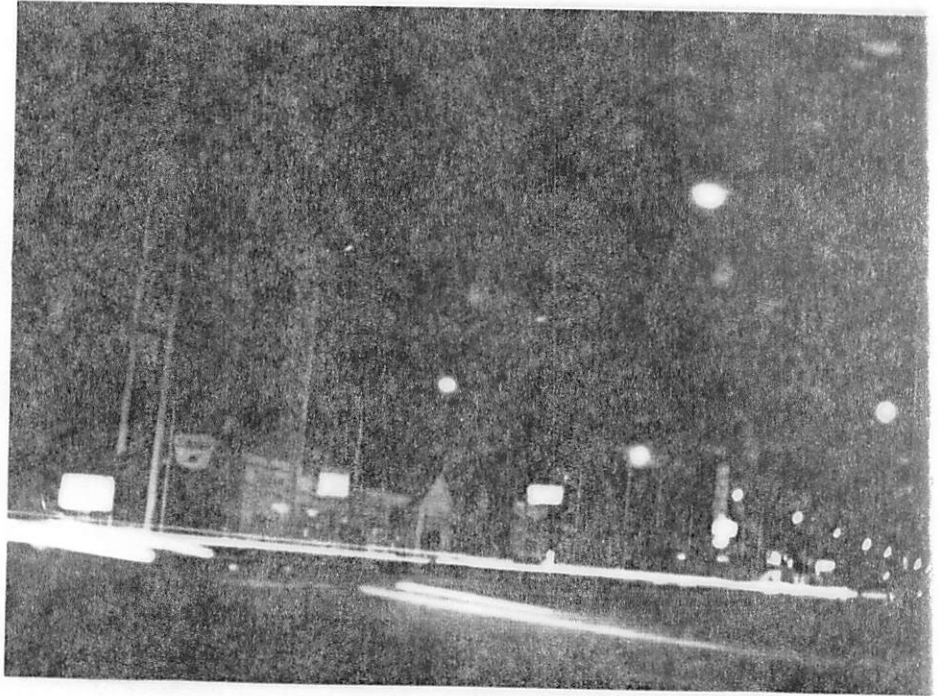
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Do Something Old for a Change

For more information write:

HEBER CREEPER

P.O. Box 103

Heber City, Utah 84032

Phone;

(801) 654-2900 (Heber)

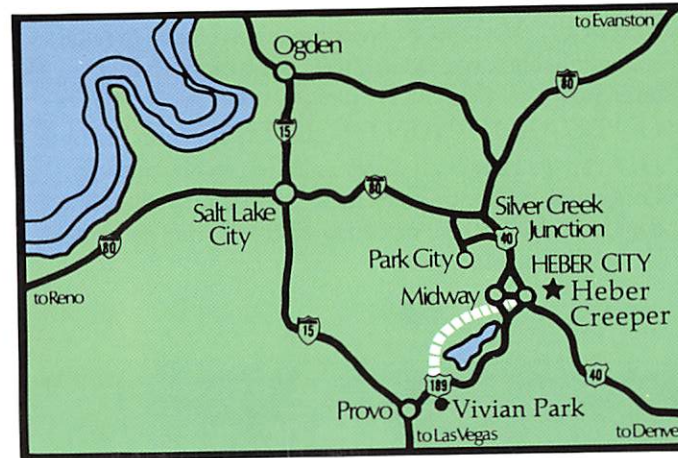
(801) 531-6022 (Salt Lake)

(801) 649-9521 (Park City)

HEBER CREEPER

IRON HORSE TRAIL

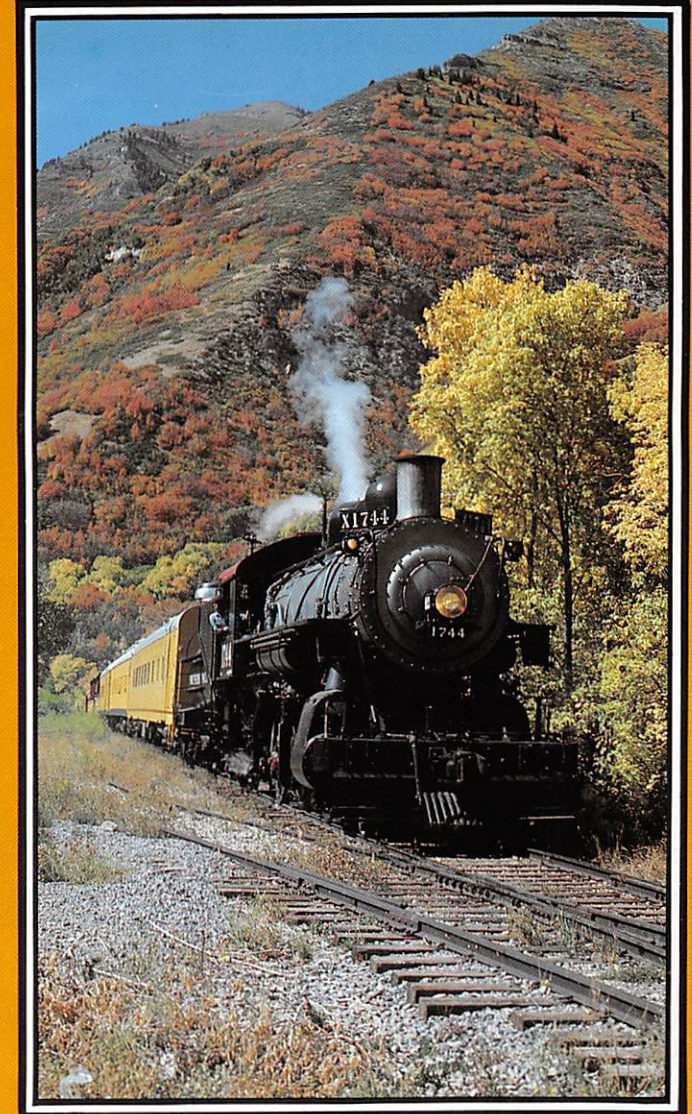
THROUGH THE ALPS OF UTAH



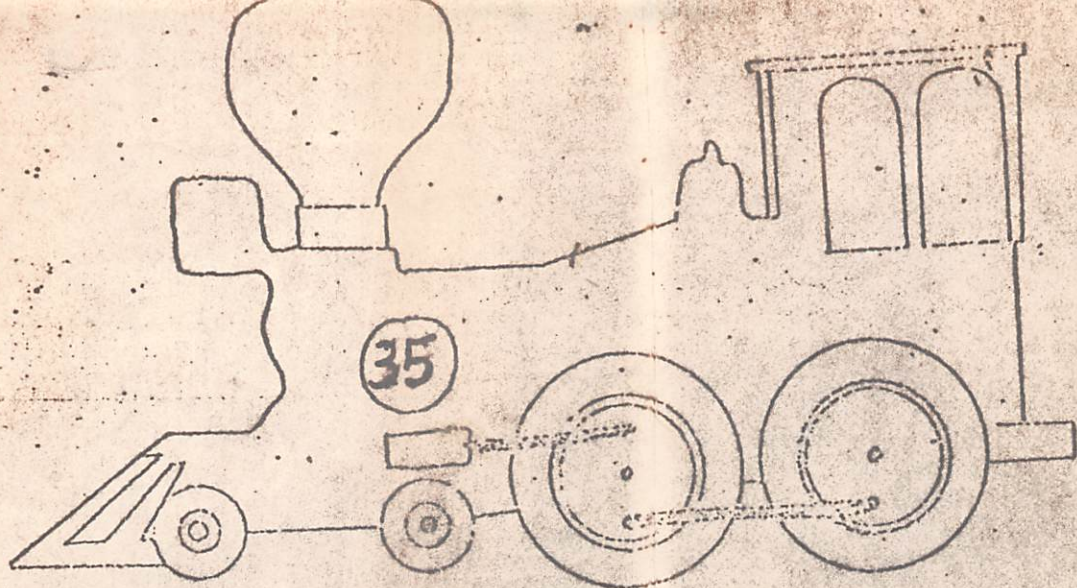
THE HEBER CREEPER IS LOCATED ONLY FORTY-FIVE MINUTES FROM DOWNTOWN SALT LAKE CITY, VIA INTERSTATE 80 AND U.S. HIGHWAY 40.



Ride the
HEBER CREEPER
through the Alps of Utah







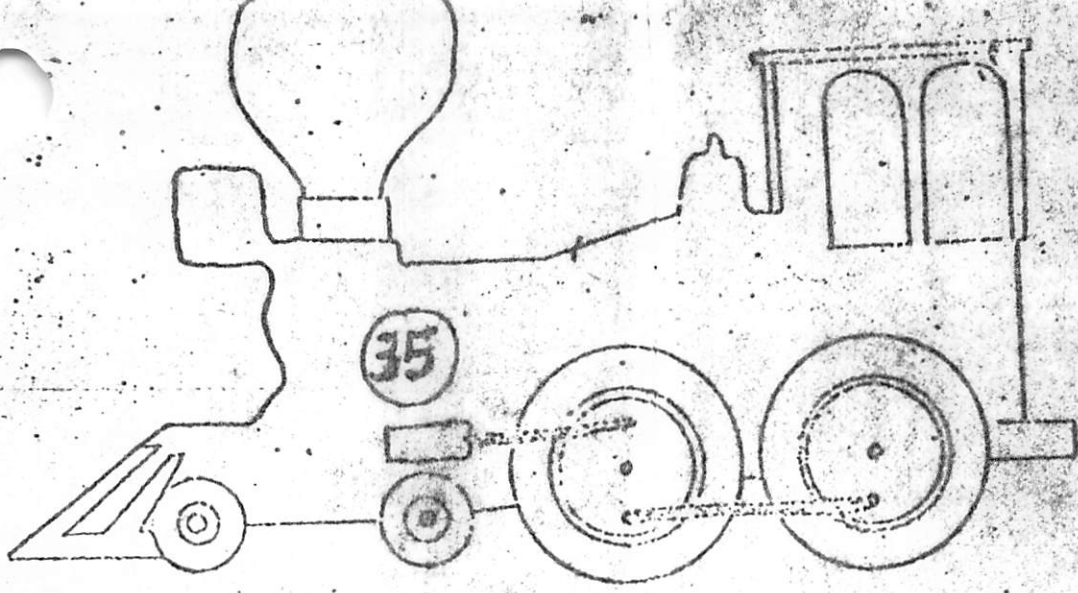
MY JOB

IT'S NOT MY PLACE TO RUN THE TRAIN
THE WHISTLE, I CAN'T BLOW.

IT'S NOT MY PLACE TO SAY HOW FAR
THE TRAINS ALLOWED TO GO.

IT'S NOT MY PLACE TO SHOOT OFF STEAM
NOR EVEN CLANG THE BELL.

BUT LET THE DAMN THING JUMP THE TRACK
AND SEE WHO CATCHES HELL!



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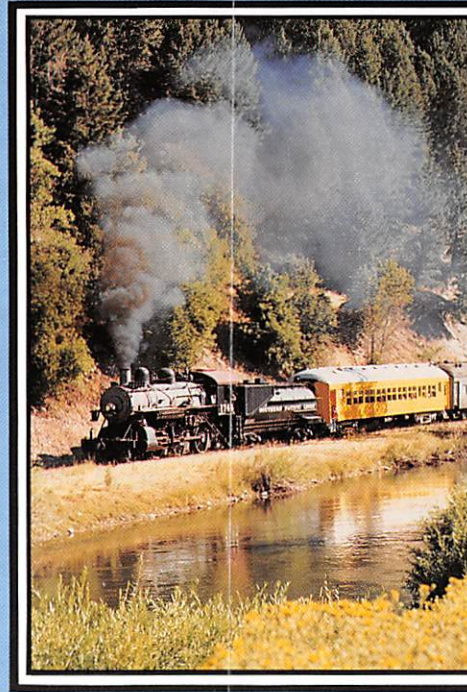
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In 1899 the Utah Eastern Railroad Co. began operating a railroad line it had constructed from Heber City to Provo. In 1900 the track was acquired by the Rio Grande Western. In 1920 the line became part of the Denver & Rio Grande Western.

Early Utah railroad men had planned to run a line from Heber Valley over Wolf Creek Pass into the Uintah Basin and then to Colorado. This dream never became a reality and as a result delayed the economic growth and expansion of the Uintah Basin.

Passenger service was an important part of business in the early days of the Creeper as was freight and livestock shipments, in fact during the 1930's more sheep left the Heber Depot than any other single depot in the United States.

People often ask how the Creeper got its name. No one is



certain just when the term "Heber Creeper" came into use, but the legend is that the narrow twisting canyon made the trip so slow people began to talk of the train

just "Creeping." From "creeping" to the Heber Creeper was a logical step and it is known by that name to this day.

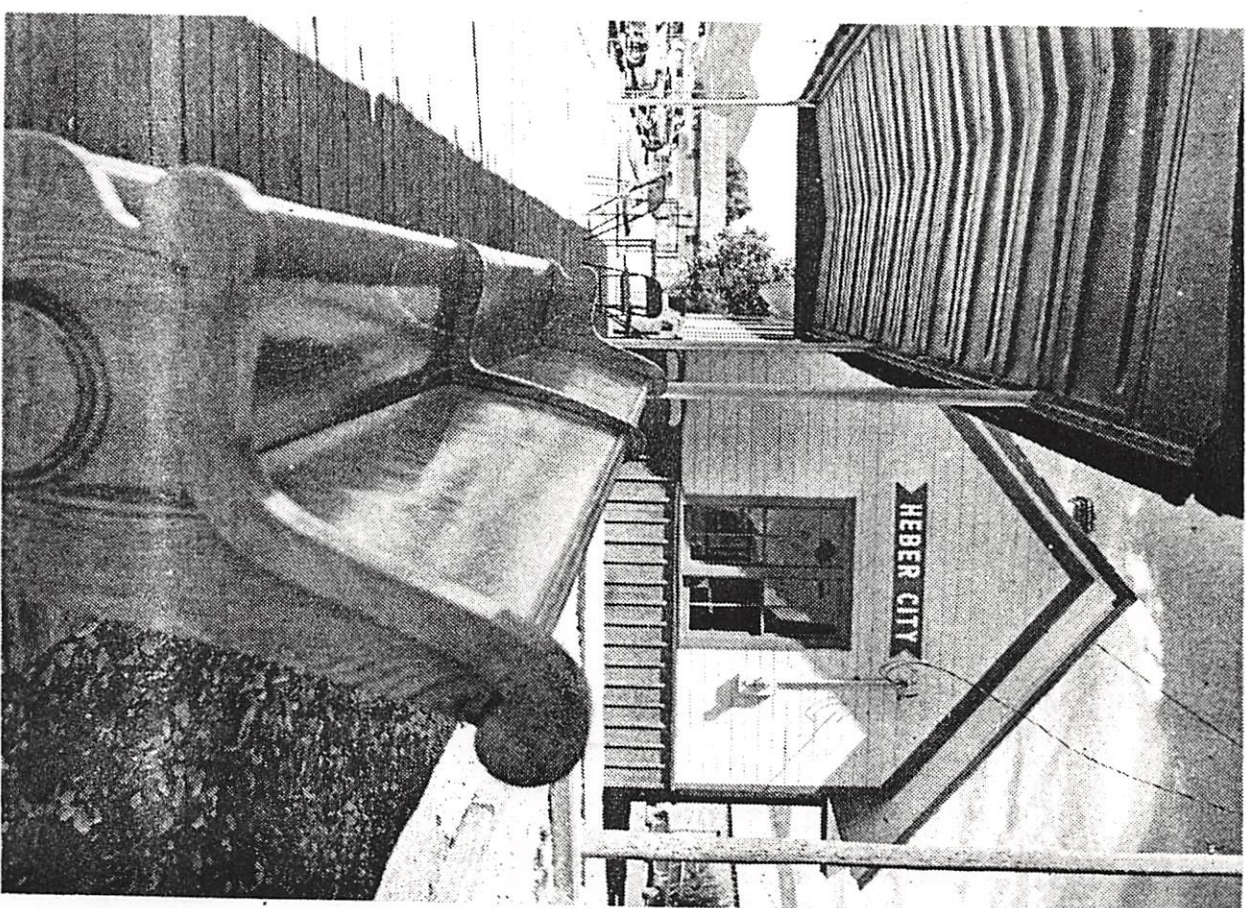
Today the "Heber Creeper," is one of the last active steam railroads in the United States.

After departing the 1890's Heber City depot, passengers are treated to lush meadows, beautiful alpine scenery, forests and waterfalls as the vintage train climbs picturesque snow-capped mountains, skirts the shores of Deer Creek Lake and winds its way down gorges of the Provo Canyon to intriguing Vivian Park.

From one end of the line to the other the train chugs filling the mountain air with nostalgic memories and providing passengers with a truly unique travel experience on Utah's only steam railroad.

PHOTOS BY STEVE BELMONT





THE HEBER CREEPER has to be one of the most exciting new attractions to come to Heber. The creeper not only promises to boost the employment of

the surrounding area but to enhance the entire tourism business in the whole state. The Wasatch Mountain Railway has helped put Heber on the map.

Herald 6 Aug 1972

NOSTALGIC WASATCH RAILROAD

By DON SEARLE

Deseret News Staff Writer *29 July 1972*

The Heber Creeper jolts out of the station, sways around Deer Creek Reservoir and chugs down Provo Canyon into history.

Old-timers remember well when the "Creeper," then on the Denver and Rio Grande Western Railroad line, was the most advanced way to travel between Provo and Heber City.

Now, the weekend Creeper passenger may find himself staring down the barrel of a wicked-looking long rifle as a desperate gang of mountain men hold up the train. But nobody loses anything, since the desperadoes are really the Mountain Men of the Wasatch with their muzzle-loaders, performing for the guests.

(As might be suspected, the robbery is really an inside job. Colorful conductor Bob Hatfield, in flowered vest, sideburns and riverboat gambler's hat, is really one of the Mountain Men; he and the rest of the crew sometimes put up token resistance with their blank-loaded sidearms.)

But the Creeper now has a few refinements the old D&RGW never thought of — like stewardesses. Twelve miniskirted misses dispense refreshments in a combine car that used to carry people, mail and baggage on the Union Pacific, but now provides passengers with a view while they sip cold drinks.

Old boxcars have been converted to open-air coaches with chair seats and canopies. They're more popular than the enclosed cars and provide a better view.

A stroll around the Wasatch Mountain Railway yard to look at the line's other equipment is encounter with the living past. Old Engine No. 618 is one of only two "iron horses" left from what was once the Union Pacific.



ic's vast fleet. A coal-burner, it will be converted to burn diesel oil next year so it, like the line's other engines, can meet Utah's clean air standards.

Nb. 4 is a rare Shay engine, driven by a rack-and-pinion gear system down the right side, with a top speed of 12 miles per hour.

In the dining car that was once part of the Union Pacific's "City of Portland," one can almost hear the tinkle of glasses and soft padding of waiters in the aisles.

Wasatch Mountain Railway personnel are almost as mixed a bag as the line's equipment. Lowe Ashton, a Heber businessman, is the head of the company. Ed McLaughlin, sales manager and general ramrod, and a former commercial artist, oversees operations and "shops" the country for usable equipment. The stewardesses, rail gang and train crew are made up largely of students, retired persons and rail buffs. The line's chief engineer was once a television repairman; like many of the Heber Creeper personnel, he learned to be an engineer and work on rail equipment mostly by experience.

Heber physician Dr. Raymond Green sometimes stops during a Creeper run to chat with McLaughlin about the condition of the equipment and track; a Wasatch Mountain Railway stockholder, he often rides the lines with his family. Dr. Green says he was not a railroad buff "until I saw we were going to lose this thing."



There was indeed a battle to save the Creeper. It appeared for a while that the state highway department would remove the abandoned railroad tracks in Provo Canyon to build a freeway. But the road plans were stalled, and the state and rail line worked out an involved agreement under which Wasatch Mountain Railway leases the old tracks from Wasatch Mountain State Park.

Dr. Green, McLaughlin and the line's other backers have reason to be pleased with their investment. The Creeper paid all its bills last year when it hauled 26,000 people in a short season. The line charges \$4 for adults and \$2 for children under 12 for the 37-mile round trip to Bridal Veil Falls. Daily trips during the summer (except Tuesdays), and twice daily Saturdays, Sundays and holi-

days, with some 250 passengers per run, make the Creeper profitable.

Moreover, it's popular. An Englishman, after hearing about the Creeper in Spain ("Word of mouth advertising works best," McLaughlin commented), journeyed to Utah to ride. People call from all over the United States to find a out about the Creeper and make reservations.

Changes are in store as the Heber Creeper develops.

"Primarily, we would like to design this railroad around the turn of the century," McLaughlin explained. There are also plans to offer a night run with a night-club car, more trains, excursions for school groups, and package deals that may be attractive to future ski traffic in Heber valley.

Winding through the lush, green valley between Provo and Heber the famed Heber Creeper recalls the not-to-distant past.

Color photo by Gerald Silver